

September 18, 2007 CPC



STAFF'S
REQUEST ANALYSIS
AND
RECOMMENDATION

07TS0408

DLM, LLC
(Watermark Phase II)

Dale Magisterial District
(South line of Kingsland Glen Drive)

REQUEST: DLM, LLC is requesting tentative subdivision approval for 217 single family lots. In addition, the applicant is seeking approval of the alignment of the east/west major arterial as shown on the proposed tentative.

RECOMMENDATION

Staff recommends approval of this request with the Conditions and Review Notes as follows for the following reasons:

- A. This plat is in compliance with the Subdivision Ordinance.
- B. The alignment of the proposed east/west major arterial meets design requirements for a thoroughfare plan road, does not increase environmental impacts and has no objection from the affected property owners including the Chesterfield County Airport.

CONDITIONS

1. Per Section 8-4 of the Erosion Control Ordinance, prior to the issuance of a Land Disturbance Permit, the Environmental Engineering Department shall require copies of applicable correspondence from the USACOE so that it may be determined that all wetlands permits have been received. (EE)
2. To provide for adequate drainage and protection of home sites, the following shall be accomplished:

- a. Design centerlines of road profiles shall be a minimum one (1) foot below existing grade and/or the drainage design shall provide each lot with a minimum one (1) percent gradient from the lowest and/or most remote point within the lot to an adequate receiving outfall as determined by the environmental engineer.
 - b. Crawlspace elevations shall be constructed a minimum of one (1) foot above original ground unless a qualified professional determines that adequate drainage can be obtained by other methods. Lots required to have elevated crawlspaces shall be shown on the construction plans and so noted on final check and record plats.
 - c. Side yard swales or other drainage improvements may be required on lots by the Environmental Engineering Department during construction plan review.
 - d. As applicable, the minimum-floor elevation for all lots will be designated at one (1) foot above the controlling road sag. (EE)
3. Any timbering that is to occur as the first phase of infrastructure construction will be incorporated into the project's erosion and sediment control plan narrative and will not commence until the issuance of a land disturbance permit for subdivision construction and proper installation of erosion control measures. (EE)
4. The USACOE jurisdictional wetlands shall be shown on the construction plans and subdivision plat. (EE)
5. The subdivider shall post signs demarking the limits of the RPA so builders and homeowners may be informed as to the limitations imposed on these areas. Specific plans for the exact number and placement of the signs shall be approved by the Environmental Engineering Department. (EE)
6. The erosion and sediment control plan for the project shall call for the placement of polyethylene fence or its equivalent in accordance with STD & SPEC 3.01. (EE)
7. The floodplain as shown on the approved construction plans and the recorded subdivision plat shall be the result of hydrologic and hydraulic engineering methods and assumptions that are approved by the Environmental Engineering Department. (EE)
8. The achievement of adequate surface drainage on lots will be the responsibility of the subdivider. The subdivider shall comply with Sec. 17-24(f) of the Subdivision Ordinance. (EE)
9. Unless otherwise approved by the Environmental Engineering Department, Watermark Lake will be retrofitted to achieve a minimum shallowness of three (3) feet, to establish forebays in locations to be determined at the time of construction plan review and a mechanical de-watering device (Sluice Gate) placed on the principal spillway. (EE)
10. The Resource Protection Area (RPA) for Watermark will be as shown on sheet RPA-1

“Watermark” “Chesapeake Bay Preservation Areas” revised dated June 14, 2006. (EE)

11. Prior to the issuance of a land disturbance permit, the project must be in compliance with the CBPA or all prerequisites for the Watermark BMP to become official shall have been achieved. (EE)
12. Forty-five (45) feet of right of way, measured from the centerline of Cogbill Road, shall be dedicated along the entire property frontage, free and unrestricted, in conjunction with recordation of the first section of this tentative. (T)
13. The ditch line shall be relocated across the entire property frontage on Cogbill Road to provide an adequate shoulder in conjunction with construction of the first section of this tentative. (T)
14. Ninety (90) feet of right of way for the east/west major arterial shall be dedicated within the limits of this tentative in conjunction with recordation of the first section of this tentative. (T)
15. The ninety (90) foot east/west major arterial shall be constructed to VDOT Urban Minor Arterial Standards, 50 mph design speed, within the limits of the Watermark Phase II tentative, in conjunction with road construction of the first section of this tentative as determined by Transportation. This construction shall include additional pavement for left and right turn lanes on the ninety (90) foot east/west major arterial at Crosswinds Boulevard. (T)

REVIEW NOTES:

- A. Hydrant requirements and locations shown on the tentative plan may not be acceptable. Hydrant(s) required and their location will be evaluated at the time of construction plan review. (F)
- B. When submitting the construction plans, provide an additional copy to go to the Fire Department for review. (F)
- C. Compliance with 17-76 of the Subdivision Ordinance in the Chesterfield County Code shall be maintained. (F)
- D. In conjunction with the submittal of the final check plat, flag all buffers and contact the Planning Department to schedule an inspection of the same. Buffers must comply with section 17-70 of the Subdivision Ordinance. (P)
- E. A fifty (50) foot buffer exclusive of required yards and easements is required adjacent to Cogbill Road. (P)
- F. On construction plans insert instructions for installation of tree protection fencing or tape for buffers (P)

- G. The Environmental Engineering Reference Manual requires that minimum floor elevations on homes be a minimum of one (1) foot above the sag elevation on the upstream side of a road backwater. This policy will apply to the road sag of Ironbridge Road (Route 10). (EE)
- H. With reference to Condition #10, Sec. 17-24(f) concludes with this sentence: The sale of the lot(s) does not absolve the subdivider from this responsibility prior to state acceptance of streets, or for a period of one (1) year after the streets are taken into the state system. (EE)
- I. The engineer is to design the on-site sewer line for Phase 2 which ties into Phase 1 such that it can serve all adjacent properties located south of the boundary line of Watermark Phase 1 and 2 and are within the limits of the drainage area of the existing trunk sewer line within Watermark Phase 1. (U)
- J. It will be the responsibility of the subdivider to make certain, by whatever means necessary, (i.e., on-site water line looping or off-site water line extensions, etc.) that the proposed project, as well as the pressure zone the project is located within, complies with the Chesterfield County Fire Department's required fire flow of 1,000 gpm at 20 psi residual. (U)
- K. This office may require redesign or modifications to the proposed sewer layout, as shown on the tentative plan, once the field work and final design has been completed by the engineer and shown on initial construction plan submittal for review and approval. (U)
- L. All improvements to existing transportation facilities required as a result of the impact of this project shall be the responsibility of the developer. Approval of detailed construction plans is a prerequisite to issuance of a land use permit allowing access onto and construction within state maintained right of way. It should be noted that plan approval at this time does not preclude the imposition of additional requirements at construction plan review. (VDOT)
- M. Any requirements of the Subdivision Ordinance adopted by Chesterfield County that are equal to or greater than 2005 SSR provisions including listing of documents incorporated in 24 VAC 30-91-160 are VDOT requirements in Chesterfield County and govern unless Chesterfield County concurs with an exception to their higher standards. (VDOT)
- N. All right of way widths as shown are preliminary and should be so noted. Actual widths shall be determined by roadway design as stipulated in Appendix B of the 2005 Subdivision Street Requirements (SSR). (VDOT)
- O. The design of any/all proposed landscape embellishments (i.e., landscaping, hardscaping, signage, lighting, irrigation, fencing, etc.) to be installed within state maintained rights of way must be submitted to VDOT for review as separate submittal under Permit Process. VDOT approval of said plan shall be granted prior to installation. Failure to comply with these requirements may result in the removal of said embellishments prior to state acceptance. (VDOT)

- P. All roads to be designed and constructed per current VDOT standards and specifications. (VDOT)
- Q. The construction of transportation improvements on roadways which are defined as arterials or collectors in Chesterfield County's Thoroughfare Plan, and all internal roads requires the implementation of a comprehensive inspection program to insure compliance with VDOT standards and specifications. Inspection services shall be provided utilizing one (1) of the following options:
- a. The applicant may retain the services of a licensed geotechnical engineer to perform the required inspection and testing; or,
 - b. The applicant may request that VDOT provide inspection services through the establishment of an accounts receivable with the contractor responsible for providing all required material testing.
- Either option a. or b. may be used for each category of road at the preference of the developer. (VDOT)
- R. The design of private entrance access along curb and gutter streets shall be in accordance with Appendix B of the 2005 SSR. (VDOT)
- S. The design and construction of any pedestrian facilities for the proposed VDOT maintenance shall be in accordance with Appendix B of the 2005 SSR. (VDOT)
- T. Right of way shall be extended at least one (1) foot behind any feature to be maintained by VDOT as stipulated in Appendix B of the 2005 SSR. (VDOT)
- U. Performance of the control structure and dam performance for the existing lake shall be checked in comparison with Before and After conditions, based on design criteria, including 10, 25, 50, and 100 year storm frequencies, established by Division of the Dam Safety and Floodplain Management, DCR. Such computations shall be submitted to VDOT for review and possible approval, depending on findings. Modifications may be required to the dam and control structure to meet possible DCR reclassification which is likely to be at least small Class II, per Table 1 of the Dam Safety regulations. (VDOT)
- V. The design and construction of a right and left turn lane shall be required if it meets VDOT warrants on all intersections with Crosswinds Boulevard. (VDOT)
- W. Only one (1) curb and gutter design may be used along the length of a street, as per 24VAC 30-91-110. (VDOT)
- X. A forty-five (45) foot edge of pavement radius turnaround is required at the cul-de-sac on Whisperwood Drive and Crosswinds Drive, per Appendix B of the 2005 SSR. A minimum fifty-four (54) foot right of way radius is required to accommodate the enlarged turnaround at these locations. (VDOT)

- Y. Sanitary sewer manholes as shown are preliminary and should be so noted. Actual locations of utility manholes shall be shown on construction plans and in accordance with Appendix B of the 2005 Subdivision Street Requirements (SSR). (VDOT)

GENERAL INFORMATION

Current Owner:

Ironbridge Investments LLC

Location:

This request lies on part or all of four (4) parcels totaling 134.97 acres lying at the East line of Cogbill Road and fronting approximately 450 feet on the South line of Kingsland Glen Drive. Tax IDs 770-676 part of 9502, 769-675-2064, 768-677 part of 7506, and 769-677-9949 (Sheet 17).

Applicable Cases:

Case 06TS0212 Watermark Phase I

Existing Zoning:

Single family residential, R-7

Number of Lots in Request:

Two hundred seventeen (217) lots.

Tract Size:

134.97

Average Lot Size:

12,745 square feet

Existing Land Use:

Vacant

Adjacent Zoning and Land Use:

North - R-7; Single family residential (Kingsland Glen Subdivision)
South - Agricultural (A); single family residential and vacant

East - R-7; Single family residential, part of Watermark Phase 1, and vacant
West - Agricultural (A) and Industrial (I-1); single family residential and vacant

BACKGROUND

Watermark development lies within Residential R-7 zoned property with no proffered conditions. The development contains two (2) roads identified on the Thoroughfare Plan, an east/west seventy (70) foot collector, and an east/west ninety (90) foot major arterial. (Attachment 1) On December 21, 2006, Watermark Phase I, Case 06TS0212, received administrative tentative approval with conditions for 224 single family residential lots. Watermark Ph I lies adjacent to the eastern boundary of the properties included within this case. The Watermark Phase I case was approved with an additional condition which required dedication of the right of way and construction of an east/west collector road and part of an east/west ninety (90) foot major arterial within the limits of the Phase I tentative. (Attachment 2)

Transportation

The applicant is requesting the alignment of the ninety (90) foot major arterial Thoroughfare Plan road be shifted from the Watermark Development onto adjacent properties. This shift will relieve the subdivider of the obligation to build a major portion of the Thoroughfare Plan road, approximately 2,200 linear feet, and place that obligation on adjacent property owners.

The Thoroughfare Plan currently identifies a proposed east/west collector extending from Iron Bridge Road, at Tucker Road, to the terminus of Kingsland Glen Drive. The construction of this Thoroughfare Plan road is being addressed with conditions of tentative approval for Watermark Phase I. (Attachment 2)

The Thoroughfare Plan also identifies a proposed east/west major arterial extending from Ironbridge Road to Cogbill Road. Watermark Phase I (06TS0212) was administratively approved with conditions requiring dedication of right of way and construction of the east/west major arterial within the limits of the Phase I tentative. (Attachment 2) The applicant is seeking to shift the alignment of the proposed east/west major arterial, beyond the limits of Watermark Phase II, to the south of the Virginia Power overhead power lines which are located on the southern boundary of the Watermark development. (Attachment 2)

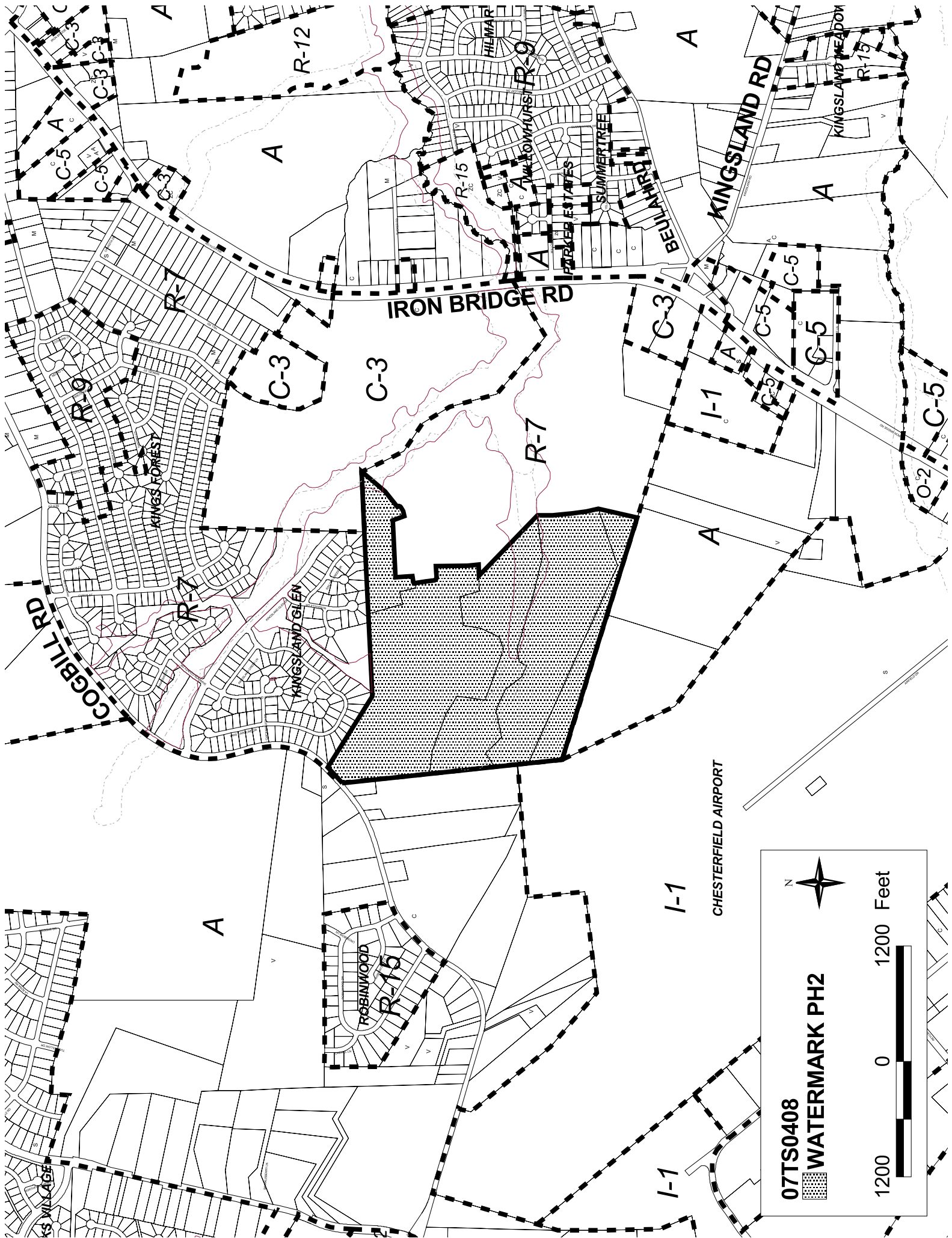
The applicant has provided preliminary information which indicates the east/west major arterial can be constructed to meet VDOT Urban Minor Arterial standards on the proposed southern alignment, that wetland impacts of the southern alignment are equal to or less than wetland impacts of the northern alignment and that property owners impacted by the southern alignment are agreeable to shifting the proposed alignment to the south on their property. Also, the general manager for the Chesterfield County Airport has indicated the southern alignment is an acceptable alignment on airport property. (Attachments 3 and 4)

Staff supports the applicant's request to shift the alignment of the Thoroughfare Plan road because the proposed southern alignment terminates on Cogbill Road at the same point as the alignment shown on the Thoroughfare Plan and the property owners affected by the shift are agreeable to the

shift in alignment. Conditions of tentative approval requires dedication of right of way on Cogbill Road, relocation of the ditch on Cogbill Road to provide an adequate shoulder, dedication of right of way for the east/west major arterial within the limits of the Watermark Phase II tentative and construction of the east/west major arterial from Crosswinds Boulevard to the southern property line as shown on the tentative plan.

CONCLUSION

The applicant is requesting tentative approval of Watermark Phase II consisting of 217 lots on 135 acres of land. The applicant is also requesting approval to relocate the proposed east/west ninety (90) foot major arterial, and the obligation to build the major arterial, onto adjacent property owners. Conditions of tentative approval require construction of the east/west ninety (90) foot major arterial within the limits of the Watermark Phase II tentative. Staff recommends approval of this request.



07TS0408

 WATERMARK PH2



This page is blank.

This page is blank.

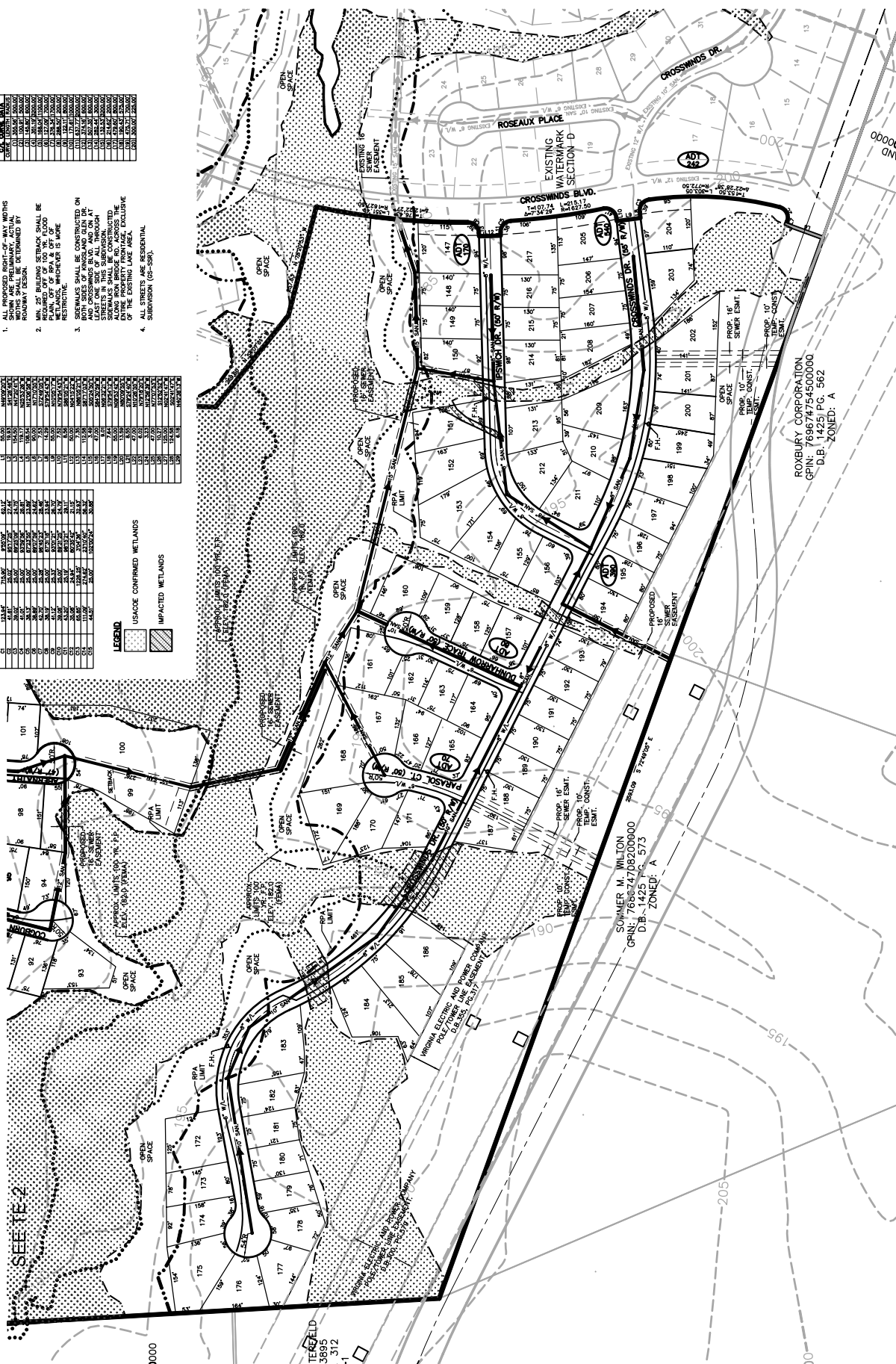
This page is blank.

[illegible]

GENERAL NOTES:

1. ALL PROPOSED RIGHT-OF-WAY WIDTHS SHOWN ARE PRELIMINARY. ACTUAL WIDTHS WILL BE DETERMINED BY ROADWAY DESIGN.
2. MIN. 25' BUILDING SETBACK SHALL BE REQUIRED, OUT OF 100 YR. FLOOD PLAIN, OUT OF RPA & OUT OF 1% ANNUAL FLOOD. HOWEVER IS MORE RESTRICTIVE.
3. SIDEWALKS SHALL BE CONSTRUCTED ON BOTH SIDES OF KINGSLAND GLEN DR., AND CROSSING BLVD., AND ON AT LEAST ONE SIDE OF EACH OF THE STREETS IN THIS SUBDIVISION.
4. SIDEWALKS SHALL BE CONSTRUCTED ALONG RON BROGE RD. ACROSS THE ENTIRE PROPERTY FRONTAGE, EXCLUSIVE OF THE EXISTING LAKE AREA.
5. ALL STREETS ARE RESIDENTIAL SUBDIVISION (OS-SR8).

| GA CURVE DATA | | |
|---------------|--------|---------|
| CURVE | LENGTH | RADIUS |
| (1) | 395.66 | 500.00 |
| (2) | 100.91 | 500.00 |
| (3) | 145.80 | 600.00 |
| (4) | 351.39 | 600.00 |
| (5) | 168.04 | 1100.00 |
| (6) | 127.09 | 700.00 |
| (7) | 376.34 | 1700.00 |
| (8) | 188.50 | 200.00 |
| (9) | 122.11 | 600.00 |
| (10) | 171.77 | 1000.00 |
| (11) | 637.77 | 2000.00 |
| (12) | 374.16 | 600.00 |
| (13) | 507.35 | 600.00 |
| (14) | 282.44 | 300.00 |
| (15) | 132.53 | 300.00 |
| (16) | 214.62 | 200.00 |
| (17) | 479.60 | 600.00 |
| (18) | 180.43 | 575.00 |
| (19) | 475.71 | 700.00 |
| (20) | 300.00 | 220.00 |



2020.07.06 09:23:40

This page is blank.



KINGSLAND
GLEN ROAD
COGBILL ROAD

70' EASTWEST COLLECTOR

WATERMARK DEVELOPMENT

90 Ft. EASTWEST MAJOR ARTERIAL

TUCKER ROAD

IRON BRIDGE ROAD

BEULAH ROAD

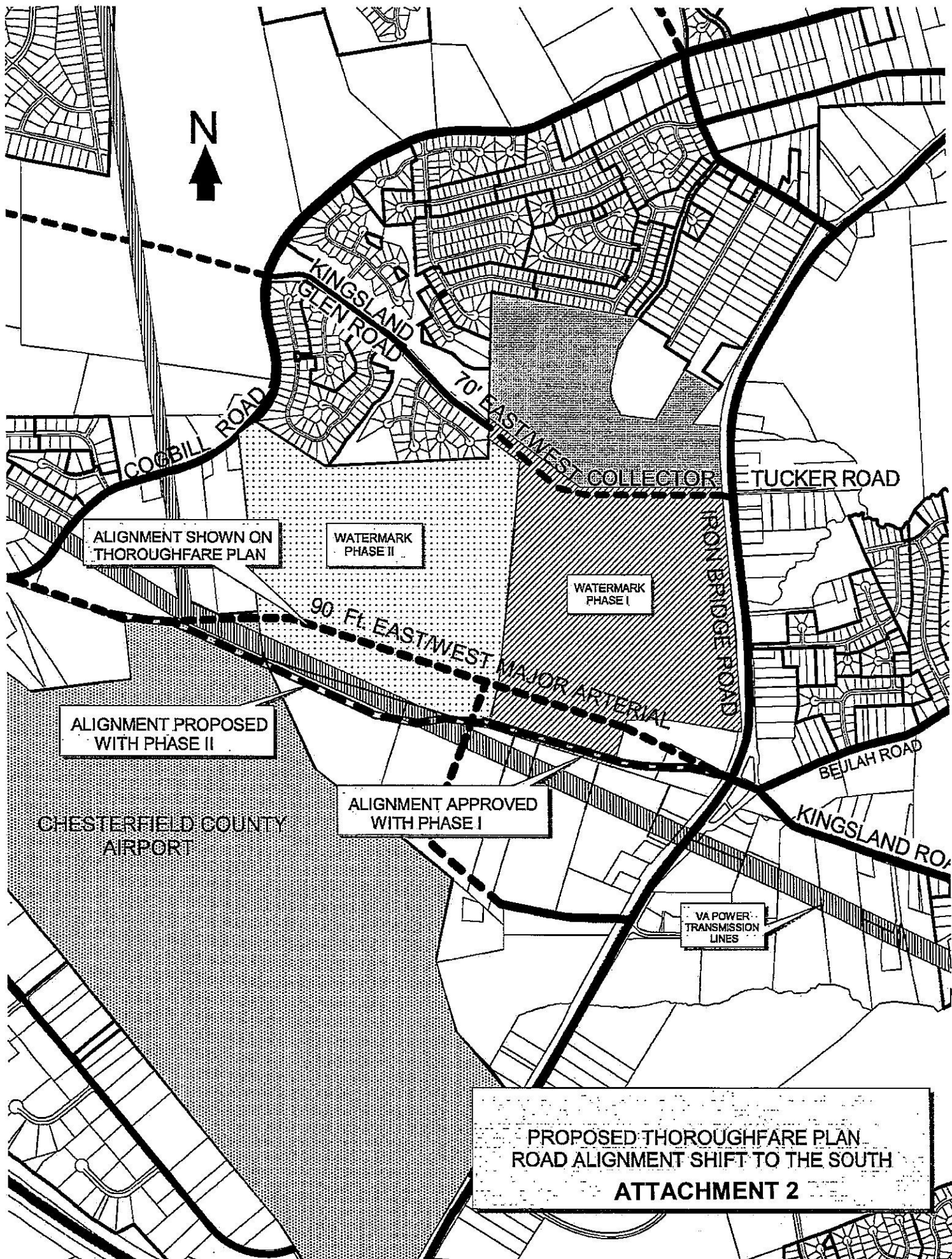
KINGSLAND ROAD

CHESTERFIELD COUNTY
AIRPORT

VA POWER
TRANSMISSION
LINES

THOROUGHFARE PLAN
ATTACHMENT 1

This page is blank.



ALIGNMENT SHOWN ON THOROUGHFARE PLAN

WATERMARK PHASE II

WATERMARK PHASE I

ALIGNMENT PROPOSED WITH PHASE II

ALIGNMENT APPROVED WITH PHASE I

VA POWER TRANSMISSION LINES

CHESTERFIELD COUNTY AIRPORT

PROPOSED THOROUGHFARE PLAN
ROAD ALIGNMENT SHIFT TO THE SOUTH
ATTACHMENT 2

This page is blank.

April 30, 2007

Kirk Turner
Director Planning
County of Chesterfield

Re: Kingsland Road Extended

Dear Mr. Turner:

As owners of Tax Map Parcel 769-674-75-45-0000 (7612 Quaiff Lane) and 768-674-70-82-0000 (7622 Quaiff Lane), we hereby consent to the location of the 90 foot right of way for Kingsland Road Extended on our property approximately as shown on the enclosed plan. Our consent shall in no way be construed to mean that we have agreed to build any portion of Kingsland Road Extended. Please call me if you have any questions.

Sincerely,

SOMERS M. WILTON, INC.

By: 

Somers M. Wilton, President

WILTON PARCELS COMPANY, LLC

By: 

Barry A. Wilton, Manager

/jjb

cc: George L. Bryant, III

J:\Clients\Somers M. Wilton, Inc 103610\Quaiff Lane Property\Turner ltr re 90 foot
right of way 1 24 07.doc

ATTACHMENT 3

This page is blank.

-----Original Message-----

From: Dane, Charles
Sent: Tuesday, August 28, 2007 9:02 AM
To: Corde, Louis
Cc: Newcomb, Stan; Feest, Joe; Pritchard, Doug
Subject: RE: Kingsland Road Extended for Watermark

Obviously, any airport would prefer to not have any nearby residential development. With that said, and with the revisions that occurred through the various meetings I attended, this is an acceptable proposal.

From: Corde, Louis
Sent: Wednesday, August 22, 2007 2:38 PM
To: Dane, Charles
Cc: Newcomb, Stan; Feest, Joe; Pritchard, Doug
Subject: Kingsland Road Extended for Watermark

Charles,

Attached is a copy of a memo from Koontz-Bryant that says that you and the FAA are OK with the proposed alignment of Kingsland Road Extended crossing the northern portion of airport property, parallel and adjacent to Virginia Power transmission lines. I have also attached a partial print of a drawing for Kingsland Road Extended that shows where the proposed alignment crosses airport property. Are you in agreement that this alignment proposed by Koontz-Bryant? Please send me an email and let me know if this proposal is ok with you.

Louis